

INFORMATION REPORT

CD NO.

COUNTRY

East Germany

SUBJECT

Highway Freight Traffic in 1953

DATE DISTR. 3 June 1954

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of highway freight traffic in 1953

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| Type of Goods | Short Distance Traffic | Long Distance Traffic | Total | in Percentage |
|---|--|-----------------------|--|---------------|
| | by Nationalized Enterprises for Own Requirements | by Carrier Firms | by Nationalized Enterprises for Own Requirements | Figures |
| (in 1,000 tons) | | | | |
| Coal and coke | 13,545 | 7,815 | 22 | 5 |
| Ore, metals, scrap | 2,600 | 1,125 | 186 | 107 |
| Fertilizers | 1,569 | 594 | 70 | 59 |
| Fuel | 341 | 135 | 13.5 | 22 |
| Construction materials and cement | 12,790 | 20,245 | 61 | 53.8 |
| Lumber | 4,475 | 4,250 | 26.8 | 19.3 |
| Agricultural products | 4,970 | 3,910 | 87 | 144 |
| Livestock | 461 | 452 | 3 | 6.8 |
| Foodstuffs | 14,520 | 8,300 | 234 | 460 |
| Raw materials and finished products of the textile and paper industries | 2,690 | 819.3 | 117 | 121.5 |
| | | | | 3,747.8 |
| | | | | 2.6 |

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|--|--------|----------|---------|---------|---------|------|
| Piece goods, mixed cargo and mis- cellaneous goods | 18,945 | 14,900 | 889 | 806 | 35,540 | 24.9 |
| Total | 76,906 | 62,545.3 | 1,709.3 | 1,804.4 | 142,965 | 100 |

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[redacted] comment. The differentiation between traffic carried on by nationalized enterprises on the one hand and by carrier firms on the other has been made because all carrier firms both private and nationalized, are centrally controlled by the Main Department of Motor Traffic while motor traffic carried on by nationalized enterprises for their own requirements is outside the control of this main administration.

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[redacted] It appears that performance figures were intentionally exaggerated with a view to obtaining larger allocations of fuel, spare parts, tires etc. It is remarkable that the ratio between short-distance and long-distance traffic is 40:1. This reveals a tendency of East German planning to have long-distance hauls reserved almost exclusively to the East German railroads and inland shipping. It is remarkable that 15.4 percent of the goods shipped by road consisted of coke and coal, because these bulky goods are particularly suited for rail shipment. This uneconomical shipping of coal and coke by road tends to indicate an acute shortage of this commodity which possibly necessitated emergency operations.

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